

The Hong Kong Telegraph.

No. 76.]

HONGKONG, SATURDAY, SEPTEMBER 10TH, 1881.

[PRICE—\$16 PER ANNUM.]

Shipping.

FOR MANILA.

THE Steamship
"ESMERALDA,"
Captain Talbot, will be despatched for
the above Port on MONDAY, the 12th
Instant, at 3 p.m.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, September 2nd, 1881.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE Steamship
"ARRATON APCAR,"
Captain R. J. McConnel, from Calcutta,
Penang, and Singapore.

The above steamer having arrived,
Consignees of Cargo by her are hereby
requested to send in their Bills of
Lading to the undersigned for counter-
signature and to take immediate de-
livery of their Goods from alongside.
Cargo impeding her discharge or
remaining on board after the 10th
instant, will be landed and stored at
Consignee's risk and expense and no
Fire Insurance will be effected.
Consignees are hereby informed,
that any claims must be made imme-
diately, as none will be entertained
after the 12th instant.
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 3rd September, 1881.

Auctions.

AUCTION OF MACHINERY.

MESSRS. GENATO & Co. have
been instructed to sell by
PUBLIC AUCTION,
on the 15th instant, unless previously
disposed of by private agreement, all
THE MACHINERY

of the
SAN MIGUEL FOUNDRY,
MANILA.

Consisting of Turning Lathes of all
descriptions, Planing, Punching, and
Shearing Machines, Drilling Machines,
Tools, Sets of Stocks and Dies (Whit-
worth's), Tube Expanders, Root's
Blowers, Cranes, and a large stock of
Plate Iron and Bar Iron, Shafts of
from 4 to 10 inches diameter round
and square, &c., &c.

They will also offer for sale a com-
plete

SUGAR REFINERY PLANT,
perfectly new, never having been used,
built by SHEARS & Sons, London, com-
prising Copper Vacuum Pan, Double
Bottom Pan, Engine and 2 Boilers, 4
Copper Bag Filters, Set of Tanks, 2
Treble Barrel Copper and Gun Metal
Pumps, and other attachments.

The plans of the said Refining Ma-
chinery will shortly be on view at
the Office of this Paper.

Hongkong, September 1st, 1881.

D. K. GRIFFITH & Co.
MANUFACTURERS OF THE
LONDON AERATED
WATERS,
AND GENERAL AGENTS.
7, Beaconsfield Arcade.

J. ULLMANN & Co.

42, QUEEN'S-ROAD, CENTRAL, 42.
Importers of WATCHES,
CLOCKS, MUSICAL BOXES, MARINE
and EYE GLASSES, in great
varieties, and General Goods.
N.B.—Watches carefully repaired
at moderate rates.

A. MILLAR & Co.,
PLUMBERS, GASFITTERS,
COPPERSMITHS, AND BRASS-
FOUNDERS, OFFICE AND WAREHOUSE
FLETCHER'S BUILDINGS, QUEEN'S-ROAD
EAST. WORKS—SPRING
GARDENS, WANCHAI

Intimations.

HONGKONG AND WHAMPOA
DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

**CONTRIBUTING SHARE-
HOLDERS** are requested to
send in a Statement of Business con-
tributed during the half-year ended
30th June, 1881, on or before Sep-
tember 30th, on which date the Ac-
counts will be closed.

By Order of the Board of Directors
R. COOKE,
Acting Secretary.
Hongkong, 30th August, 1881.

HONGKONG AND WHAMPOA
DOCK COMPANY, LIMITED.

NOTICE.

During my absence from Hongkong,
Mr. ROBERT COOKE will act as
Secretary.

By Order of the Board,
D. GILLIES,
Secretary.
Hongkong, 15th June, 1881.

**TUITION IN THE FRENCH
LANGUAGE,**
by Monsieur LOUIS PIRON, SEN.;
SINGING (CULTURE OF THE VOICE)
by Monsieur EUGENE PIRON, JUN.,
44, Queen's Road.
Hongkong, August 30th 1881.

G. FALCONER & Co.,

WATCH AND CHRONOMETER
MANUFACTURERS
AND
JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
No. 46, QUEEN'S-ROAD CENTRAL.

Chs. J. GAUPP & Co.
CHRONOMETER, WATCH, AND
CLOCK-MAKERS,
Jewellers, Silver-smiths, and
Opticians.
Charts and Books.
Nautical Instruments.
Sole Agents
for Louis Audemars' Watches;
awarded the highest Prizes at every
Exhibition;
and for Voigtlander and Sohn's
Celebrated OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES
No. 38, Queen's-road Central.

NOTICE.

LAU TSUN SAM,
MEDICAL PRACTITIONER AND
DENTIST, TEACHER OF
CHEMISTRY, AND WATCH
AND CLOCK MAKER.

Sewing Machines and every de-
scription of Mechanical Appliance and
Musical Instrument repaired. All
orders executed promptly, in the best
possible style, and at moderate charges.

No. 107, WELLINGTON STREET
HONGKONG.

C. L. THEVENIN.

WINE AND SPIRIT MERCHANT,
AND COMMISSION AGENT.
HONGKONG HOTEL BUILDING,
QUEEN'S-ROAD CENTRAL.

**Hongkong Horse
Repository.**

LIVERY STABLES,
AND DAIRY.

J. KENNEDY,
PROPRIETOR.
Carriages of every Description
For Sale, or Hire.

Intimations.

V.  R.
GOVERNMENT NOTIFICATION.
No. 219.

SALE OF THE OPIUM FARM.

Notice is hereby given, that TEN-
D. \$ for the PRIVILEGE OF PRE-
PARING and SELLING PREPARED
OPIUM within the Colony for the term
of ONE, TWO, or THREE YEARS
from the 1st of March, 1882, under
the provisions of Ordinance No. 2 of
1858, No. 1. of 1859, and No. 7 of
1879, will be received at this Office
until NOON on MONDAY, the 24th
October, 1881.

Each Tender should specify the
monthly payment offered for the period
above-mentioned.

The Government does not bind itself
to accept the highest or any Tender.

Should the highest Tender be less
than the sum the Governor thinks a
fair price for the Opium Farm, His
Excellency in Council will grant Li-
cences direct under Section 3 of the
Ordinance, and take such further steps
as may be necessary to realize a fair
price.

By His Excellency's Command,
M. S. TONNOCHY,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 20th August, 1881.

CRICKET.

THE Annual General Meeting of
the Hongkong Cricket Club will
be held at the Cricket Pavilion on
THURSDAY NEXT, the 15th
instant, at 5 p.m.

Certain additional rules for the Gov-
ernment of the Club will be proposed
at this Meeting.

Gentlemen desirous of joining the
Cricket Club are requested to com-
municate with the Honorary Secretary.
WILLIAM HYNES,
Honorary Secretary,
H. K. C. C.
Hongkong, 8th September, 1881.

TO LET.

HOUSES at SPRING GARDENS.
Apply to
F. PEREIRA.
215, Wanchai Club.
Hongkong, 7th September, 1881.

RECORD OF AMERICAN and
FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

THE Undersigned have been ap-
pointed AGENTS to the NEW
YORK BOARD of UNDER-
WRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

LE CEROLE-TRANSPORTS.
SOCIÉTÉ ANONYME D'ASSURANCE
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been ap-
pointed AGENTS of the above Company,
are prepared to GRANT POLICIES
on MARINE RISKS to all parts of
the World.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

J. AND R. TENNENT'S ALE and
PORTER.
DAVID COXSAR & SONS'
Merchant Navy }
Navy Boiled } CANVAS.
Long Flax }
Crown }
APRILHOLD KARBERG & Co.
Hongkong, 15th June, 1881.

For Sale.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,
No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China.

White, Brown, and Fancy Striped
Cotton Socks.
White and Fancy Striped Merino Socks.
White French Cashmere Socks.
White and Grey Scotch Lamb's Wool
Socks.
Knickerbocker Hose.
White, Brown, and Fancy Striped
Lisle Thread Socks.
Brown Balbriggan Socks.
India Gauze Undershirts and Drawers.
Smedley's Gause Merino Undershirts
and Drawers.
Linen and Paper Collars and Wrist-
bands.
White Kid and Dogskin Gloves.
Coloured Cloth Gloves.
White and Brown Turkish Towels.
Honey-comb Towels and Bath Blan-
kets.
Knitted Cholera Belts.
Portmanteaus, Trunks, and Bags.
Drab and Felt Hats in newest styles.
Masonic Regalia.

White Merino Undershirts and Draw-
ers.
Red Drab Merino Undershirts and
Drawers.
White Lamb's Wool Undershirts and
Drawers.
Shetland Scotch Lamb's Wool Under-
shirts and Drawers.
White French Cashmere Undershirts
and Drawers.
White Shirts, Military and Pleated
Fronts.
Coloured French Regatta Shirts.
Crimean Shirts, in all Wool and Silk
and Wool.
Silk Scarves in latest styles.
Wool Scarves and Wrappers.
White Cambrie Handkerchiefs.
French Braces in all colours.
Silk Umbrellas.
Waterproof Coats and Suits.
Ivory and Gold Studs in suites.
Black Silk, Straw, Tweed, and Drab
Shell Hats.

THE TAILORING DEPARTMENT

is under the supervision of an experienced West End cutter. A perfect fit is
guaranteed, and all orders will be executed with punctuality and despatch. A
splendid assortment of the finest goods to be procured in the trade now in stock.
Shirts of every kind made to measure on the shortest notice at reasonable prices.

NOTE THE ADDRESS—No. 6, QUEEN'S ROAD CENTRAL.

Hongkong, 1st September, 1881.

ED. CHASTEL & CO.,

WINE MERCHANTS,

Marine House, 15, Queen's-road.

HAVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and
pints. After Dinner CLARETS in quarts and pints.
CHATEAU-LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE
MAURIN, &c. &c.
De St. Marceaux & Co's CHAMPAGNE in quarts, pints and half-pints.
CLARET in WOOD.
CHARTREUSE, CURAÇOA, MARASCHINO.
Price list on application.

SAYLE & CO.'S SHOWROOMS.

Great Clearance Sale.

Commencing on MONDAY, the 29th AUGUST,
and continuing
THROUGHOUT SEPTEMBER.

An Early Inspection is respectfully invited.

All Goods marked in plain figures at
GREATLY REDUCED PRICES.

Terms—Cash.

VICTORIA EXCHANGE, HONGKONG.

KELLY & WALSH

HAVE just landed a Large Assortment of
FANCY AND LEATHER GOODS.
PHOTOGRAPHIC ALBUMS in New and Elegant Designs.
PHOTOGRAPHIC FRAMES in Velvet, Plush, and Leather.

Pocket Books.

Tourist Cases.

Blotters.

Cash Boxes.

Table Mats.

Purses.

Card Cases.

Writing Albums.

Despatch Boxes.

Gladstone Bags.

MANILA CIGARS.

A few Boxes of REGALIAS and LONDRES in very fine condition.

NOVELTIES IN FANCY STATIONERY.

Graphic Correspondence Cards.

Invitations for Lawn Tennis.

Invitations for Dinner.

Tinted Repp Note Paper and Envelopes.

Papier de Luxe (a combined Note and Envelope Chit).

KELLY & WALSH—QUEEN'S ROAD.

Hongkong, 5th September, 1881.

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND
Manufacturers of the following
AERATED WATERS, viz:
SODA, TONIC, SASSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY.

HONGKONG.
SHANGHAI PHARMACY.

SHANGHAI.
CANTON DISPENSARY.

CANTON.
THE DISPENSARY.

FOOCHOW.

Notices to Correspondents.

All communications should be addressed The
Editor "Hongkong Telegraph," 15, Wellington
Street.

All letters for publication must be written on one
side of the paper only.

Correspondents are requested to forward their
names and addresses with all communications in-
tended for insertion, not necessarily for publication,
but as evidence of good faith.

Notices to Subscribers.

Subscribers who do not receive their newspapers
within thirty-five minutes after the time of publica-
tion will oblige by communicating with the Editor.

Domestic Notices, if properly authenticated, will
be inserted free of charge.

THE
Hongkong Telegraph.

HONGKONG, 10TH SEPTEMBER, 1881.

As we are on the brink of what may be termed a revolution in our system of locomotion, the public are fairly entitled to all the information which can be supplied on the subject of tramways, prior to their introduction into this colony. We have steadfastly and consistently opposed the Hongkong Tramway schemes, and shall continue to do so as long as opposition is likely to have any effect in the interests of the public; therefore in no spirit of captious opposition, but merely with a desire to give the professional classes interested in the proposed venture all the latest information on a subject with which they can hardly be expected to have much practical acquaintance, and to show the public generally that tramways are not exactly the paradise, the enthusiastic supporters of the project in this colony, and the colourless leaders of the local press would have us believe, we direct attention to a leader which under the heading "Murder by Steam," appeared in the *Sydney Evening News* of August 15th, and which we have great pleasure in reproducing. If it does no other good it may assist the directors of the Tramways Company in deciding upon a suitable motor for their proposed innovation.

At the present day there is scarcely a city or important town of note which has not accepted the tramway system for street traffic; without assuming the circumstance to be a fact, it might be said that Melbourne is the only large city in Christendom which has not yet laid down city railroads. And Melbourne is moving earnestly in favour of having them. If the system is adopted there, we can hope, with sincere earnestness, that the fatal blunder will be avoided which is converting the streets of Sydney into veritable shambles, reeking with human gore. Scarcely a day now passes, certainly not a week, without an "accident" of some sort. At first buses, cabs, and other vehicles were the victims of the various collisions with which we are becoming so terribly familiar; and the knowing ones smiled, and said it served them right, if they would get in the way of the motors. Unreasonable though the reasoning seemed that ordinary horse vehicles must

make way for engines upon the streets, there would appear to be something in it, for accidents of that kind are not so common of late. Nor is it difficult to learn the reason why. Ask any driver, private or public, who uses the streets of Sydney, and the chances are that he would rather go round a mile than take the more direct route, if, the so-called tramway line has to be crossed in any way.

The fact is patent: The streets traversed by motors are shunned by other vehicles. And the operation is one which concerns not only the property owners or occupants of property in the streets taken possession of by Government in order to run engines and trains upon them, but every soul who has an interest in the welfare of this city. Is it a desirable state of things that obstacles of such a notoriously dangerous character should be allowed to interfere with the legitimate traffic? That there can be but one answer to such a proposition we feel confident—and that is in favour of a fair field and safe roadway being allowed to all legitimate vehicles. The propositions and the situation disclosed are so self-evident that it is not necessary to follow them further.

As stated frequently in our columns, in the suggestion made and warnings offered regarding the very serious dangers inflicted upon Sydney by forcing locomotive engines upon the streets, the proceedings have changed greatly for the worse. The smashing of vehicles has given place to the murder of human beings. And bad as "accidents" are which maim and kill men one at a time, it needs but an acquaintance with the technical nature of the machinery employed and the steepness of the streets upon which that machinery is running, to foresee an "accident" which will make the killing of persons signify seem but a grim pastime for the locomotives—the man-killing "trams" of Sydney. For those murders, those who will persist in the foolhardy course adopted are directly to blame. At present they have things their own way; and coroner's juries, as in the cases of slaughter which occurred this week, may formulate what are termed "open verdicts," in which no one is held responsible. That may answer for cases of single deaths by "collision with a tram;" but when one of those said motors with a train behind, loaded with some hundreds of human beings, goes on the run down some one of the recklessly steep inclines upon which the trains run, no coroner's jury or any other blinding process will clear those in blame from the fury of public horror raised against them.

It has been stated deliberately in our columns, and we reiterate the statement that the tram lines in Sydney are not safe for heavy engines and trains; that the grades or slopes are too steep for the class of vehicles put upon them; that it is nothing short of utter recklessness to carry such traffic as is carried on the trains; that skilled men will condemn the whole process because of the risk involved to passengers. And that, as we have before pointed out, should an "accident" occur to the brakes when going down one of those inclines with a heavy freight of human beings, nothing short of a miracle can save those in the train from being hurled into eternity. And miracles cannot be expected in the face of such foolhardy recklessness. It will then be murder by wholesale, and there will be such calls for those who through ignorance, pigheadedness, or conceit, will not take warning in time, as no coroner's jury can cover up. These are serious charges, and for the public good, we trust notice will be taken of them ere it be too late. Had notice been taken previously the Hon. George Oakes would be still alive, and the other case of slaughter of last week would not have occurred.

Returning to the first proposition

—the vast proportions to which the legitimate tramway system has grown in well governed communities. It has been shown that the city traffic of very nearly every city of importance in Europe and America is carried upon those lines—by horses. Yet were the whole of them examined, to an absolute certainty no such state of affairs as the coroner's inquiry in Sydney on Thursday last would be disclosed. Were not the circumstances so lamentable, it would be grotesque to hear the questions put to witnesses on that occasion regarding a necessity for sounding locomotive whistles (on crowded public streets!) and whether it was part of the duty of a fireman on a locomotive (travelling in a crowded public street!) to pull or shove people off the lines. The acme of absurdity was reached when the proposal was made gravely, to put cow-catchers on the engines. Surely some amongst the "officers of the department" present, ought to have explained that a cow-catcher kills what it strikes with as much certainty as the engine itself does. And, in Sydney, it is known now with absolute certainty that when an engine strikes it kills. The value of a cow-catcher is to kill and clear the carcass from the track, so that there may be no stoppage of the trains. Cattle are not taught lessons to keep out of the way, but are killed by the cow-catchers. And, in very seriousness, it would seem as though in the arrogance of the governing parties who do what they please with the streets of Sydney, men are looked upon as bullocks, who, when smashed, should be pushed out of the way by means of a cow-catcher to make way for the Government motors and trains; that there should be no stoppage to them even by dead men. Were it sought to make Sydney a place to be shunned or jeered at, no more effective course could be adopted than that of the proposal to mount cow-catchers upon the locomotives.

What a spectacle does the place present at this moment. Here, in order to carry out a crocheted of those who have the governing power, the experience of Europe and America, as well as what can be seen in Adelaide, is considered below official notice in Sydney. The light, effective, convenient, and safe genuine tramway system, with horses, is thrown overboard, and clumsy, dirty, expensive, and fatally dangerous railway engines and trains are forced upon the streets. For the safety of the citizens whose welfare they ought to study, it has become a duty which the corporation should not longer neglect—that is to see that a stop is put to further tinkering with engines, and that Sydney adopts the tramway system which has proven safe and convenient in other cities.

LOCAL AND GENERAL.

The Messageries Maritimes Co.'s steamship *Petio* from Marseilles with the French mail, arrived this morning shortly before nine o'clock. The mails were ready for delivery at 10.25.

The meeting between the Emperor of Austria and the Emperor of Germany took place at Gastein, on the 4th August, and is reported to have been characterised by the utmost cordiality.

We observe from the *London and China Express* that the Rev. J. Lamont, formerly of Union Church, has resigned the pastorate of Trinity Presbyterian Church, Kentish Town, London.

As we are going to press we hear from what may be considered a reliable source that the Saigon Floating Dock has sunk. We presume, although details have not reached us, that a typhoon has visited the French colony.

The convention with the Boers has been signed. It guarantees to the Zulus the right of passage of British troops through the Transvaal; the control of its foreign relations; the abolition of slavery; religious liberty; and the independence of the Swazis. The Government of the Transvaal was to be transferred to the Boers on the 8th Aug.

Notwithstanding the uncertainty of the weather, the Band of the Royal Inniskilling Fusiliers discoursed their excellent programme in the Public Gardens last night. The attendance was a very meagre one.

We regret to see by latest Australian papers that small-pox is still spreading in Sydney. The average number appears to have been about one case per day, although before the *Bowen* left this rate had been largely increased. As this is the first time the epidemic has appeared to any extent in Sydney, the alarm displayed by the whole community is not difficult to understand.

The British steamer *Keelung*, Captain Schultz, which arrived here this forenoon from Chinkiang, reports:—Left Chinkiang on the evening of the 3rd instant with light winds and fine weather until off Amoy, on the evening of the 6th when there was every appearance of a typhoon. Put in there and stopped until it was over on the morning of the 9th when continued our course with moderate S.E. winds and fine weather.

We would again direct the attention of the authorities to the jinricksha blockade opposite Fletcher's Buildings in Queen's Road East. With a line of, vehicles standing two deep at one side a single line on the other, and a few chairs thrown in promiscuously, driving round the sharp turn at the police station is a work of difficulty and danger. A serious accident will have to be recorded one of these days, if some improvement is not quickly effected.

In the House of Commons, Sir Charles Dilke has replied to a question by Sir E. Reed as to correspondence between Her Majesty's Government and the Government of Japan respecting the application of the laws of Japan to foreigners, the trade in opium, and the closing of the foreign post-offices. Reference has also been made in the House to the letter of H. E. Li Hung-chang on the subject of the opium trade. The Marquis Tseng has visited Newcastle, to attend the ceremony of commissioning the Chinese cruisers *Yang-wai* and *Chao Yung*, and is now on his way to St. Petersburg, for the purpose of ratifying the Russo-Chinese Treaty.—*L. & O. Express.*

The following description of the state of affairs in England is contained in a private letter from a gentleman in the old country to a friend in Sydney:—"Our country is passing through a crisis. Trade languishes. Agriculture decays. The time was when tenants besieged landlords, and without hesitancy bowed to their will, however imperious. Now, landlords are cap-in-hand to tenants. In Huntingdonshire rent of good land has fallen more than 50 per cent., while clay land can be had now at a reduction of 75 per cent. In North Wilts 100,000 acres on one estate are without a tenant. The fall of rent in Essex is 50 per cent., and even more. A farm which last Michaelmas was rented at £315, the owner is glad to secure from his tenant now at £100. Still worse in Bedfordshire, where a farm lot at 36s. an acre is now held rent free. In a Warwickshire parish of 300,000 acres, four-fifths of the land are unoccupied. In several parts of the country the land is said to be held by tenants on condition that it is kept from weeds. Gentlemen farmers will become much reduced in number. Carriage-keeping gentry are doing away with vehicles, and in other ways succumbing to the necessary results of extravagant rents. Legislation must interfere. Tenants right throughout the United Kingdom must be well defined and rigorously maintained. Game preserves must be utterly abolished. The political influence of holders of tens of thousands of acres must be content to have no other influence than what weight of character carries, and then perhaps our farmers will be able to compete with yours of Australia and those of America. I pity from my heart the members of our Cabinet. Liberal in their general policy, generous in their desire towards Ireland, they are compelled to resort to coercive measures, as though they wore Tories of deepest black. How they stand their present wear and tear I know not.

The Hawaiian ship *Elvira Dorale*, Captain Pimentel, arrived here last

night from Callao, Peru. She was formerly a coolie ship called *The America* under the Peruvian flag. She reports fine weather and fair S.E. winds until she was 31 days out when she crossed the line in longitude 165 W., afterwards had light N.E. winds until passed the Marian Islands when she experienced a gale from the S.W. In latitude 18.10 N., longitude 131. E. experienced a heavy rotatory gale; while passing the Islands of Babuyan experienced a dry gale called *Coyana* which lasted for 15 hours during which she lost several sails, etc., and sprung a leak. On the 3rd of September again experienced a rotatory gale in which a few sails were lost and the ship labored heavily, and took in a large quantity of water through the leak; kept both pumps at work from thence to port. She has still some 3 to 4 feet of water in the hold and both pumps are still kept at work. Captain Pimentel desires us to correct the Steamship *Bowen's* report concerning her. Captain Pimentel informs us that the passengers desired to have the ship towed in, and amongst themselves they had made up a purse of about £100 towards the towage. When the *Bowen* was near enough a boat was lowered, the mate and two passengers went in it, and steered towards the steamer when the above proposals were made which the Captain refused on the ground that she was a mail boat and as both vessels were so very near the land. The *Bowen* thinking they were short of provisions offered his men a few bags of rice, which offer was politely declined as the Captain had more than sufficient provisions for himself and crew, and as regards the passengers they provided for themselves and had plenty on board the ship. From the passengers we learn that they were coolies, who some ten or fifteen years ago had emigrated to Peru, where they had made money, and some of them are married to Peruvian women; but owing to wars, massacres, murders, and other outrages, which are of every day occurrence they had chartered the ship to return to their country with their families.

The subjoined items are taken from the *London and China Express*:—

Advices by mail from Buenos Ayres report that the *Doterel* has been found to be broken in two. Only twelve whole bodies have been brought up from the wreck, two being those of officers and the remainder of sailors. They were all interred at Sandy Point. Six large guns, a mitrailleuse, and some ammunition have been recovered. It is considered certain that the disaster was not due to an explosion of the boilers, as the latter have been found intact, and it is thought that a torpedo must have exploded while being loaded, and set fire to the magazine. The court-martial on the survivors of the *Doterel* is to take place on board the Duke of Wellington, flagship, at Portsmouth, and will, it is thought, extend over several days. The authorities are now awaiting the arrival of the diver from the scene of the disaster. Vice-Admiral Hood, C.B., commanding the Channel Squadron, will be the President.

The Reserve Squadron, consisting of the *Hercules* 14, Captain A. F. Heneage bearing the flag of Admiral the Duke of Edinburgh; the *Warrior*, 32, Captain S. P. Townsend; the *Hector*, 18, Captain W. Carter; the *Valiant*, 18, Captain J. W. Poland; the *Defence*, 16, Captain A. T. Thrupp; and the *Repulse*, 12, Captain G. L. Sullivan; with the *Lively*, despatch-vessel, Lieut. C. Les-Strange, arrived at Spithead on the 29th ult. from Leith. The squadron, headed by the *Hercules*, steamed through the roadstead and took up anchorage off Osborne, where the Duchess of Edinburgh and family are at present staying with the Queen.

The *Gazette* furnishes an unexampled instance of rapid promotion in the case of Major Aubrey Maude, of the Cameronians (Scotch Rifles). Major Maude, who has not completed nine years' service, is the field officer who has entered the army subsequent to the abolition of purchase in 1871. He obtained his first commission 1872, was gazetted to his captaincy 1878, and is now promoted major. Major Maude, who attained his twenty-ninth birthday on Aug. 1, is consequently the youngest field officer in Her Majesty's service. He is son of Colonel G. A. Maude, O.B., the well-known Crown Querry,

and distinguished himself in the Zulu war as staff officer to Sir Evelyn Wood.

The appointment of surgeon to the new Governor of Madras will be filled by Surgeon-Major John Mackenzie, Army Medical Department. Dr. Mackenzie, who is decorated for service in the last China war, has been surgeon to the preceding Governors of the Madras Presidency.

The good service pension vacant by the retirement of Captain T. B. Sullivan, R.N., has been awarded to Captain Richard Wells, R.N. Captain Henry Bedford Wolcombe, R.N., has been awarded the good service pension vacant by the promotion of Captain J. Moreshy.

The post of Inspector of Submarine Defences at the War Office is about to become vacant; Colonel W. Crossman, of the Royal Engineers, having received orders to proceed to Hongkong for duty as commanding Royal Engineer.

His Majesty Kalakaua, King of the Sandwich Islands, with his suite, arrived at Berlin on 29th ultimo, and descended at the Hotel de Rome, at the door of which two sentinels had been placed in his honour. Since his arrival his Majesty has visited the various sights of the capital and presented himself to the Princes and Ministers who still remain there. The King has visited the works of Messrs. Krupp at Essen, and attended a review of the 2nd Dragoon Guards, accepting an invitation to luncheon from the officers of the Kaiser Franz Regiment. On leaving yesterday for Vienna he signified his extreme satisfaction with his stay at the German capital.

His Excellency the Marquis Tseng, Chinese Minister at the Court of St. James's, left London, accompanied by Dr. Macartney, C.M.G., on the 2nd inst., for Newcastle, to attend the ceremony of commissioning the two new Chinese cruisers *Yang-wei* and *Chao Yang*. His Excellency, accompanied by Dr. Macartney, leaves London this day for Paris, on his way to St. Petersburg, for the purpose of ratifying the Treaty concluded last spring between Russia and China.

We hear that it has been decided to construct four composite frigates at the Shanghai Arsenal. The gunboat to relieve the *Philo*, which is built of iron, and twin screw engines, will be shortly launched from the Arsenal, which is being largely extended by the construction of new work sheds, fitted with travelling cranes and all the appointments of a first-class shop. Guns of seven and nine-inch, shot, shell, and small arms are in constant work.

We understand that the negotiations between China and Japan in regard to the Loochoo question are not likely to be resumed for the present. The Consul-General of Japan, whose visit we lately noticed, was still in Formosa by the last mail's advice. Mr. Malsch, the engineer, was to pay another visit there to explore the petroleum wells.

NEWS BY THE FRENCH MAIL.

We take the following late telegrams from the *Straits Times Extra* received this morning by the M.M. Co.'s steamship *Peiho*:

Calcutta 17th August, 1881.—The Lords have adopted the House of Commons amendments to the Irish Land Bill. Mr. Herbert Gladstone is appointed one of the Lords at the Treasury. Lord Advocate MacLaren of Scotland has resigned. I. B. Balfour is appointed his successor. Mr. Asher, the new member for the Elgin Burghs, has been appointed Solicitor General of Scotland in place of Balfour.

In the Commons last night Sir Charles Dilke confirmed the statement of Lord Dufferin urging the Sultan to initiate reforms in Armenia, and added that the collective action of the powers in the matter has not yet been taken in consequence of the absence of several Ambassadors of Great Powers from Constantinople.

Englishman has authority to contradict a para in the *Standard* to effect that no communication has taken place regarding further money being presented to the Amir.

London, 18th August.—Mr. Parnell has expressed his determination to continue the agrarian agitation in Ireland after the close of the present session.

Archbishop T. Croke of Caskel and Emly has recommended the people of

Ireland to gave the Land Bill a fair trial.

London, 19th August.—Sir Charles Dilke, replying to a question in the House of Commons said that the French having declined to prolong the commercial treaty with England for three months, England had therefore declined the proposals of France for the resumption of negotiations. After two days debate the House of Commons negatived a motion of Mr. Parnell censuring the Administration for coercive measures in Ireland, by 83 against 40 votes.

Mr. Forster and Mr. Gladstone have refused the immediate release of those who have been arrested on suspicion under the Coercion Act.

Athens, 20th Aug.—The Turkish forces have been withdrawn from Thessaly in accordance with the provisions of the Convention between Greece and Turkey, and the Greek troops have entered the territory.

St. Petersburg, 20th Aug.—The ratification of the treaty between Russia and China were exchanged here to-day between representatives of the two Governments. The treaty provides for the cession of Kullja to China as far as the river Khovgas. China agrees to pay an indemnity of nine million metallic roubles to Russia, who obtains rights of trade up to the Great Wall and to appoint consuls. The treaty also provides for the reduction of the duties on tea according to qualities.

London, 21st August.—The House of Commons negatived the motion yesterday of Mr. Parnell's condemning the re-arrest of Michael Davitt, by 61 votes against 19.

The Committee of Supply has finished its sittings, and the prorogation is expected to take place on the 27th inst. Paris, 21st August.—A French semi-official note has been published which states that the British proposals to prolong the treaty of commerce with France for three months is contrary to law, but France hopes to overcome the obstacles.

The result of the elections in Paris shows that Radical deputies have been re-elected. M. Gambetta was elected by a narrow majority.

New York, 21st August.—The condition of General Garfield is less favorable: vomiting has recommenced, and feeding by the mouth has been suspended.

London, 22nd August.—The *Times* published a telegram from Natal stating that Sir Evelyn Wood with three British cavalry squadrons has gone to Zululand, where affairs are in a critical state.

Lord Hartington replying to a question in the House of Commons said that he was not aware that the Amir had asked the Indian Government for money and ammunition, and his lordship believed that non-intervention in the internal affairs of Afghanistan was intended.

The President of the Board of Trade replying to a question said that negotiations with France respecting a commercial treaty had not been broken off but only suspended. He hoped that fresh proposals would be made by the French Government permitting the resumption of negotiations.

Paris, 22nd August.—The French elections have resulted in the defeat of the Bonapartist and Communist candidates; the moderate Republican candidates have been successful.

Madrid, 22nd August.—The Spanish elections have resulted in the return of ministerial supporters.

London, 23d August.—Oriental Bank Corporation, £22 10s.; Chartered Bank £25; Chartered Mercantile Bank, £23; Hongkong and Shanghai Bank, £49.

London, 24th August.—The Under-Secretary for the Colonies replying to a question in the House of Commons said that Sir Evelyn Wood had gone to Zululand in order to confer with the Zulu chiefs. The three squadrons of cavalry accompanying him were merely for the purpose of escort, and would return immediately afterwards.

Mr. Gladstone replying to a question said that he could not promise to introduce an English Land Reform Bill next session.

London, 25th August.—The Financial Secretary at the India Office has resigned.

Serious riots have taken place in County Limerick.

LATEST COMMERCIAL INTELLIGENCE.

Saturday, September 10th, 1881.
One o'clock P.M.

The movement in favor of Sugars, referred to in our issue of yesterday, was continued throughout the whole of the afternoon, a very large business for cash, and the end of the month being done at \$155 per share. Several hundreds of shares changed hands, and they are still in demand this morning. The stock may now be quoted as very firm at the above named rate. Hotels were also enquired after, and at 110 per share a fair number of sales were booked. We heard of a few Banks having been sold at 110 per cent premium, cash, but were unable to verify the report. Nothing whatever has been done in Docks, and Steamboats are again quiet at appended quotation.

Shares.

Hongkong and Shanghai Banking Corporation Shares—111 per cent. premium.

Union Insurance Society of Canton—\$1,675 per share ex dividend.

China Traders' Insurance Company's Shares—\$1,600 per share.

North China Insurance Company—Tls. 1,125 per share.

Yangtze Insurance Association—Tls. 830 per share.

Chinese Insurance Company, —\$305 per share, Sellers.

On Tai Insurance Company, Limited—Tls. 148 per share.

Hongkong Fire Insurance Company Shares—\$990 per share, Sellers.

China Fire Insurance Company's Shares—\$290 per share, Sellers.

Hongkong & Whampoa Dock Company's Shares—42% premium Sellers.

Hongkong, Canton & Macao Steamboat Company's Shares—\$24 per share premium, Sales.

China Coast Steam Navigation Company—Tls. 162 per share.

Hongkong Gas Company's Shares—\$85 per share.

Hongkong Hotel Company's Shares—\$110 per share, Sales.

China Sugar Refining Company, Limited—\$155 per share, Sales.

China Sugar Refining Company (Debtors)—3 per cent premium.

Hongkong Ice Company's Shares—\$126 per share, Sellers.

Hongkong & China Bakery Company, Limited—\$43½ per share.

Chinese Imperial Government Loan of 1878—4% premium, Buyers.

Chinese Imperial Government Loan of 1881—3½% premium.

Exchange.

On LONDON,—
Bank Bills, T.T., 3/8½
Bank Bills, at 30 days' sight, 3/8½
Bank Bills, at 4 months' sight, 3/8½
Credits, at 4 months' sight, ... 3/9
Documentary Bills, at 4 months' sight, 3/9½

On PARIS,—
Bank Bills, on demand, 4.66
Credits, at 4 months' sight, ... 4.77

On BOMBAY,—
Bank, T.T., 223½

On CALCUTTA,—
Bank, T.T., 223½

On SHANGHAI,—
Bank, T.T., 72½
Private, 30 days' sight, 73½

Hongkong Temperature.

(Taken at Messrs. Falconer & Co.'s Register, Queen's-road).

HONGKONG, 9th & 10th Sept. 1881.

BAROMETER—1 P.M. 29.840
Do. 4 P.M. 29.844

THERMOMETER—1 P.M. 82.
Do. 4 P.M. 83.
Do. 1 P.M. (Wet bulb) 80.

Do. 4 P.M. Do. 80.

BAROMETER—9 A.M. 29.980

THERMOMETER—9 A.M. 82.
Do. 9 A.M. (Wet bulb) 80.
Do. Maximum 83.
Do. Minimum (over night) 80.

Why is a watch which has been allowed to run down, through carelessness, like the Western Bank?—Because, through bad management it has stopped, and consequently gives no more tick, and in order to set matters right, requires to be wound up.

SHIPPING INTELLIGENCE.

ARRIVALS.

Sept. 9, *Daphne*, Austrian steamer, 1,396, G. Donich, Trieste 15th July, General.—Melchers & Co.

Sept. 9, *Nona*, German steamer, 669, Waefel, Haiphong 6th Sept., and Hoihow 8th, General.—Ed. Schellhass & Co.

Sept. 9, *Gartav & Marde*, German bark, 335, F. Bithrich, Chefoo 20th August, General.—Wielor & Co.

Sept. 9, *Elvira Dorale*, Hawaiian ship, 1,363, Pimentel, Callao, Peru 19th June, Captain.

Sept. 10, *Pai Ho*, French steamer, 2,073, A. Pasqualini, Marseilles 7th August, Naples 9th, Port Said 13th, Suez 14th, Aden 19th, Galle 23th, Singapore 3rd Sept., and Saigon 7th, Mails and General.—Messageries Maritimes Co.

Sept. 10, *Prudencia*, German bark, 864, V. B. Dudrichsen, Hamburg 6th May, General.—Carlowitz & Co.

Sept. 10, *G. F. Muntz*, German bark, 924, H. Stenzel, Cardiff 1st May, Coals.—Order.

Sept. 10, *Keelung*, British steamer, 919, Schutze, Chiukiang 3rd Sept., General.—Butterfield & Swire.

DEPARTURES.

Sept. 10, *Bellona*, German steamer, for Bangkok.

Sept. 10, *Leonidas*, British ship, for London.

Sept. 10, *Keelung*, British steamer, for Canton.

Sept. 10, *Chen-to*, Chinese gunboat, for Canton.

PASSENGERS.

ARRIVED.

Per German steamer *Nona*, from Haiphong and Hoihow, 35 Chinese.

Per Hawaiian ship *Elvira Dorale*, from Callao, Peru, Mr. J. M. Colina, and 157 Chinese.

Per Austrian steamer, *Daphne*, from Trieste, 37 Chinese.

Per French steamer *Pai Ho*, from Marseilles.—For Hongkong, Mr. Von Stappen; from Singapore, Messrs. J. McCrea, and Choon Lan; from Saigon, Mr. R. H. Cook, and 117 Chinese; from Marseilles for Shanghai, Messrs. Stephens, Swainson, Loisel, Chieraux, and Hardouin; from Galle, Mr. Herbert; from Singapore, Mr. Said Mohamed; from Saigon, Mr. Jean, and 35 Marines; from Marseilles for Yokohama, Messrs. Koto, Santoponhé, Yamamoto, Sakamoto, and Okohira; from Naples, Messrs. Imberti, Vélini, Nacasimal, Ch. Gerosa, Viganol, and Ottolini; from Saigon, Mr. Marget, and Miss Yéné.

MAILS.

The following mails will close:—

To-day, 10th September,—
For Hoihow and Haiphong, per *Hainan*, at 5 p.m. For Shanghai, per *Amoy*, at 4.30 p.m.

On Monday, 12th September,—
For Saigon, per *Pernambuco*, at 4.30 p.m. For Manila, per *Esmeralda*, at 2.30 p.m. For Bangkok, per *Dale*, at 5 p.m.

On Wednesday, 14th September,—
For Swatow, Amoy and Foochow, per *Kwangtung*, at 11.30 a.m.

On Thursday, 15th September,—
For the United Kingdom and Europe via Brindisi; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, and Mauritius, per *Brindisi*; printed matter at 2 p.m., letters at 3 p.m.

On Friday, 16th September,—
For Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., per *City of Tokio*, at 2.30 p.m.

For Straits and Bombay, per *China*, at 3.30 p.m. For Kobe and Yokohama, per *Niigata Maru*, at 5 p.m.

On Thursday, 22nd September.—
For the United Kingdom and Europe via Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (via Madras), the Australasian Colonies, Aden, Egypt, Malta, and Gibraltar, per *Anadyr*, for printed matter at 10 a.m., and letters at 11 a.m.

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American Stores of all descriptions: Huntley & Palmer's BISCUITS & CAKES, BUTTER, Danish & French, Philippine & Canada's PATES &c., CHUTNIES & CURRY POWDER, TEYSSONNEAU'S FRUITS in juice.

COFFEE, SUGAR, &c., &c.

Wines, Spirits, &c. CUTLER PALMER & Co.'s "OARTE BLANCHE," HEIDSIO & Co.'s MO-NOPOLE, pts. and qts. ADOLPHE COLLIN'S BOUZY CABINET.

MUMM'S (Jules) CHAMPAGNE pts. and qts.

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Charles Heidsieck's WHITE SEAL, pts. and qts. YEUVE OLIVET PONSARDIN, pts. and qts. Theophile Roederer & Co.'s VERZENAY MOUSSEUX, pts. and qts.

Krug's CHAMPAGNE, pts. and qts.

OUTLER PALMER & Co.'s CHATEAU MOUTON, LORMONT, pints, and quarts.

ARAUZAN (Chateau), pints and quarts, ERMITAGE LUDON, THIBCEUF (Chateau), pints and quarts.

CHATEAU LAROSE (Cruetier & Adet's), pints and quarts.

CHATEAU LAFITE, pints and quarts. IRES GRAVES, pints and quarts. BREAKFAST CLARET, pints and quarts. OLD INVALID CLARET.

St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hock, Sherries, &c. Chamberlin, Chablis (White), Liebfraumilch, Hockheimer, Niersteiner, Steinberger Cabinet, Rudesheimer Berg, Konin Victoria Berg, Chateau Yquem, Grand Vin, Haut Sauterne.

Marsala, Saccocc's Pale Dry White Seal Sherry, Yellow Seal Amontillado Sherry, Cutler Palmer and Co.'s Sherry, Invalid Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c. 1, 2 and 3-star Hennessy's Brandy, La Grande Marque Brandy, Cutler Palmer & Co.'s Brandy, Rouyer Guillet & Co.'s Brandy, 1 to 4 stars; Finest Old Bourbon Whisky, highly recommended.

Kinahan's LL Irish Whisky, Jamieson's Irish Whisky, Royal Glendee Whisky; AVH Gin, Swaine Boord & Co.'s Old Tom Gin; La Grande Chartreuse, Green and Yellow, Maraschino de Zara, Curacao pints and quarts; Angostura, Boker's and Orange Bitters, &c., &c., &c.

BASS'S ALE, bottled by Cameron and Saunders, pints and quarts. GUINNESS'S STOUT, bottled by E & J. Burke, pints and quarts.

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Fine ALE, bottled by MacEwen, Frickel & Co. ALE and PORTER, in hogsheads.

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The Finest Stocks of CIGARS, CAVITE CHEROOTS, PRINCESA CHEROOTS, PRINCESA CIGARS, AROCEROS, VEGUEROS, &c., &c.

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OREGON PINE SPARS
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Good accommodation for Visitors,
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MARTEL BRANDY *** at \$6.50 per
Dozen; WOLFE'S SCHNAPPS and KUM-
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Cents per lb). SALOON RIFLES and
CARTRIDGES, Good REVOLVERS, RELOAD-
ING CARS, SHOT and CARTRIDGE CASES
in Sizes, &c., &c., &c.

J. F. SCHEFFER,
54, Praya Central.
Hongkong, 15th June, 1881.

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A FEW DOUBLE BARREL BREECH-LOAD-
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PARASOLS and UMBRELLAS.

RIBBONS and SASHES of every
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Silk and Lisle Thread STOCKINGS.

COLLARS and CUFFS in latest
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SATIN and KID SHOES.

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Hongkong, 15th June, 1881.

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European Goods.

Coloured Alpaca.

French Prints.

Coloured Flannels.

Pompadour Satin.

Crewel Work of latest fashion.

Tooth Brushes.

Andalusian Wool (all colours).

Infants' Christening Robes.

Ladies' Skirt Pleating.

Frilling, assorted kinds.

Children's White Washing Hats.

Carrying Cloaks.

Ladies' Costumes of the best quality
and latest designs.

Pale blue, pale pink, and cream Mull
Muslins.

Infants' Silk Bonnets.

Pale, blue, and cream Book Muslins.

Ladies' Silk Hose—black, white, and
colored.

White Silk Mittens.

Ladies' striped Cotton Hose.

Gentlemen's White and Balbriggan
Half-hose.

Gentlemen's, Ladies', and Children's
Gauze Singlets.

Silk Ribbons.

Stays and Silk Scarves.

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Gentlemen's White Linen Shirts and
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J. & P. Coates' Machine Cotton, 300
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Silk Crape Shawls, Silk Hand-
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Do. per 2 doz. ptes. \$12.00

Chateau Larose ... per doz. qts. \$11.00

Do. per 2 doz. ptes. \$12.00

Chateau Margaux per doz. qts. \$11.00

Do. per 2 doz. ptes. \$12.00

Chateau Leoville per doz. qts. \$11.00

Do. per 2 doz. ptes. \$12.00

St. Emilion ... per doz. qts. \$7.50

Duplessis Cottage per doz. qts. \$6.00

Modoc ... per doz. qts. \$7.50

St. Julien ... per doz. qts. \$6.50

Do. per doz. ptes. \$7.00

Chateau de Choisy per doz. qts. \$5.00

Bonne Cote Vieux per doz. qts. \$5.00

Do. per doz. ptes. \$5.50

Bordeaux Claret } per doz. qts. \$3.50

Montferant... } per doz. ptes. \$4.00

Do. per doz. ptes. \$4.00

Old Breakfast } per doz. qts. \$2.50

Claret } per doz. ptes. \$3.00

Do. ... per doz. ptes. \$3.00

St. Julien ... in cask \$80.00

Medoc ... \$55.00

Bordeaux Breakfast } \$38.00

Claret } half-cask \$20.00

Do. per doz. qts. \$9.00

Haut Sauterne ... per qt. \$6.50

Muscad Grenache, recom- } \$7.00

mended for invalids, ... } \$7.00

Marsala ... per doz. qts. \$6.00

Brandies, Spirits and Liqueurs.

W. R. Randon Vineyard } \$6.00

Proprietors ... } \$6.00

Kirsch-Wassor ... per doz. qts. \$10.00

Cavalier Freres fine } per dozen \$8.00

Champagne ... } \$8.00

Irish Whiskey, LL... per doz. \$6.50

Scotch ... per doz. \$6.00

Bourbon ... per doz. \$12.50

Absinth Pernod Fils... per doz. \$8.00

Do. Moullet ... per doz. \$8.00

Do. Noilly Prat... per doz. \$6.50

Yellow Chartreuse per doz. qts. \$25.00

Do. per btl. \$2.25

Green ... per doz. qts. \$30.00

Do. per btl. \$2.50

F. V. Respail ... per doz. qts. \$14.00

Do. ... per btl. \$1.50

Creme de Noyau } per doz. qts. \$13.00

Marie Brizor } per btl. \$1.25

Do. ... per btl. \$1.25

Creme de Rose ... per btl. \$1.25

Cacao de Vanilla ... per btl. \$1.25

Caracao Marie } per doz. qts. \$22.00

Brizor ... } per bottle \$2.00

Red Caracao Fockink (Genuine) } \$22.00

per dozen qts. \$22.00

Do. per btl. \$2.00

Do. per ½ stone btl. 1.25

Peppermint } per doz. qts. \$14.00

Get Freres } per doz. qts. \$14.00

Do. per btl. \$1.50

Alcohol of Menhe from Riegles } \$0.60

(Lyon) per bottle. \$0.60

Benedictine... per doz. ptes. \$10.00

Do. per pt. btl. \$1.00

Noilly Prat Ver... per doz. qts. \$5.00

mouth... } per doz. qts. \$8.50

Sherry Dry, ... per doz. qts. \$8.50

Assorted Liqueurs from Noilly } \$8.00

Prat per dozen quarts. \$8.00

Any kind ... per btl. \$0.75

Turino Vermouth per doz. qts. \$7.00

Bitter Tivet ... per doz. btl. \$10.00

Do. per btl. \$1.00

Angostara Bitters per doz. btl. \$10.00

Do. per btl. \$1.00

Goudron Guyot ... per btl. \$0.70

Old Tom, Swain } per doz. btl. \$3.75

and Boord ... } per doz. btl. \$3.75

AVH Gin... per case of 15. btl. \$5.00

Eucalyptine... per doz. qts. \$12.00

Assorted Syrup (from Bordeaux) } \$8.50

per dozen bottles. \$8.50

Amer. Africaia, } per doz. qts. \$8.50

G. Picon... } per doz. qts. \$8.50

Fine Champagne Brandy, per gallon \$3.25

Best French Preserves always on hand.

THE BAKERY.

Best French Bread supplied to all parts
of the Town every morning.

French Pilot Bread guaranteed to keep
for 15 days in good condition.

Hard Bread or Biscuit... per lb. \$0.05

best quality } per lb. \$0.08

Best American Flour per } \$10.00

barrel of 200 lbs. } \$4.00

Do. ½ sack of 100 lbs. } \$2.00

Do. ¼ sack of 50 lbs. } \$2.00

For smaller quantity } per lb. \$0.05

under 50 lbs. } per lb. \$0.05

Soda Biscuit ... per lb. \$0.08

Cabin Biscuit ... per lb. \$0.06

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes
of reference, into five sections:—NO. 1 extending from Green Island to the P.
and O. Company's Wharf; NO. 2 from the P. & O. Company's Wharf to the
Canton and Macao Steamboat Co.'s Wharf; NO. 3 from the Canton and Macao
Steamboat Co.'s Wharf to the Government Wharf; NO. 4 from the Govern-
ment Wharf to the Wanchai Pier; and NO. 5 from the Wanchai Pier to
Kellett's Island.

<i>Vessels.</i>	<i>Section.</i>	<i>Date of Arrival.</i>	<i>Captain.</i>	<i>Flag and Rig.</i>	<i>Tons.</i>	<i>Consignees.</i>
Steamers.						
Activ	3	Sept.	4 Revebech	Danish	268	Arnhold, Karberg & Co.
Amoy	3	Sept.	9 Drewes	British	814	Siemssen & Co.
Arratoon Apear	3	Sept.	2 McConnell	British	1392	D. Sassoon, Sons & Co.
Ash	3	Sept.	8 Lucock	British	919	Wieler & Co.
Ashington	2	Sept.	5 Allason	British	809	Siemssen & Co.
Bowen	3	Sept.	9 Darko	British	844	Gibb, Livingston & Co.
Canton	5	Sept.	4 Jaques	British	1096	Geo. R. Stevens & Co.
China	2	Sept.	6 S. F. Cole	British	1037	P. & O. S. N. Co.
City of Tokio	3	Sept.	3 J. Maury	American	5079	P. M. S. S. Co.
Consolation	3	Aug.	11 Young	British	764	Yuen Fat Hong.
Dale	2	Sept.	6 Thompson	British	644	Yuen Fat Hong.
Daphne	3	Sept.	9 Donoich	Austrian	1396	Melchers & Co.
Decima	3	Aug.	24 Petersen	German	1151	Siemssen & Co.
Emuy	3	Sept.	5 Blanco	Spanish	222	Remedios & Co.
Fame	3	—	A. Stopani	British	117	H. K. & W. Dock Co.
Galley of Lorne	4	Sept.	3 Branthwaite	British	1389	Russell & Co.
Glenfruin	3	Sept.	8 Hogg	British	1936	Jardine, Matheson & Co.
Hailoong	*	May	18 Hunter	British	277	D. Lapraik & Co.
Hainan	2	Sept.	7 Speechly	British	278	Afong & Co.
Hwai-yuen	3	Sept.	9 Wilson	Chinese	984	C. M. S. N. Co.
Namoa	3	Sept.	6 Westoby	British	862	D. Lapraik & Co.
Nona	2	Sept.	9 Waefel	German	669	Ed. Schellhass & Co.
Pei Ho	3	Sept.	10 Pasqualini	French	2073	Messageries Maritimes.
Pekin	3	Sept.	7 Anderson	British	3900	P. & O. S. N. Co.
Peking	*	Aug.	30 Aubin	British	964	Siemssen & Co.
Pernambuco	3	Sept.	4 Hyde	British	643	Melchers & Co.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun Tip	3	July	7 Man Fu	Annamese	93	Captain.
Suez	†	Sept.	2 W. M. Dodd	British	1390	Jardine, Matheson & Co.
Tanais	3	Sept.	4 Dragon	French	1500	Messageries Maritimes.
Tannadice	5	Sept.	8 Green	British	1408	Gibb, Livingston & Co.
T. J. Gervase	3	Aug.	15 Grainger	British	417	Siemssen & Co.
Triumph	4	Sept.	7 Gould	British	1797	
Tunis	3	Aug.	15 Irvine	British	886	Jardine, Matheson & Co.
Yee-Tay	3	July	7 Lee Tung Tuk	Annamese	1200	Captain.